NORTH CAROLINA WING
U.S. CIVIL AIR PATROL

Carolina WingSpan

JULY-AUGUST 2007

Waxhaw Fourth of July Parade 2007

NC-800 Color Guard Left to Right: Lt. Col. Spurr CAP, C/TSgt Whetstone, C/CMSgt Thomas, C/MSgt Carman, C/A1c Mehaffey, Capt. Vinroot CAP.

This may be a first for the Outstanding NC - 800 Squadron. A Parade with the new Color Guard

Submitted by Capt. Paul Twiddy, PAO, NC-800

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Wing Safety Awards

Capt McCollum congratulates 1st LT John Reynolds of NC-137 for the Squadron's Outstanding Spring Safety Blitz presentation.

Capt McCollum congratulates Group 2 Commander Major Toby Wall for the Group's High Participation Attendance during Spring Safety Blitz.

NC Wing gets Turner Award

The Paul W. Turner Safety Award is annual award presented to the CAP wing with the most outstanding safety program and safety record. The award consists of a plaque and includes the wing's name being placed on the CAP safety scroll at National Headquarters. The award will be presented to Larry at the annual National Conference in Atlanta in August.

We were recommended by the region commander due to our Safety program and its implementation. Public Affairs support of the safety program, Safety officer manning, and hazards faced by the wing that were successfully mitigated are a few of the criteria for selection. Our Excellent rating from the USAF-evaluated SAREX didn't hurt our chances, either.

Other things considered were aircraft utilization rates (in which we are number one in the whole country), aircraft condition and quality of maintenance, number of reportable aircraft accidents, number of vehicle accidents (zero, not a one) personnel injuries (actually very few and only Cadets), and adequacy of accident reports (we assisted CAP National in beta testing the online CAPF 78 and 79).

So as much as I'd like to say "I did it", the credit goes correctly to the whole Wing. Everyone has worked hard and SMART to get this award. The Wing is the Winner and justifiably so.

Capt. Dan McCollum, NCWG Safety Officer

This issue contains...

NC Wing Civil Air Patrol Assists in Locating Missing Toddler

Raleigh, N.C. - A toddler who went missing Friday night along with his yellow Labrador Retriever was found alive this evening. Connor Cummings, 23 months old, is in good condition, according to Granville County authorities. Connor was found at Highway 96 and Goshen Road near Oxford in Granville County.

The N.C. Wing of the Civil Air Patrol was alerted by the State Emergency Operations Center to assist Granville County Authorities by conducting air searches in the area where Connor was first reported missing. A CAP plane and aircrew flew from Raleigh-Durham Airport early this afternoon to participate in the search. The CAP aircrew, consisting of Mission Pilot LTC Jeff Willis and Mission Observer MAJ Matt Mickelson, reported seeing a yellow dog on the ground in the defined search area. The aircrew relayed this information to the Command Post by radio. Within a short time of that radio report, a ground search team located Connor.

Lt. Col. David Crawford, CAP Incident Commander, praised the efforts of all persons participating in the search and expressed the joy that everyone felt in finding Connor alive and well. More than 100 people participated in the search including the volunteers from Civil Air Patrol.

Major John Maxfield, Mission Information Officer

ES Position Open

With my move to the DO position, the position of Emergency Services Officer/Director of Emergency Services is now vacant. All candidates should thoroughly review CAPR 20-1 and the relevant references in the duty description for this position.

Candidates should note that program management is a large part of the position requirements, including the ability to manage sizable budgets effectively. Interested candidates should notify me of their interest in the position, along with a CAP resume, brief biography and a vision statement for the position, no later than 31 July. This is a "full-time" CAP volunteer position, with the selected candidate being required to transfer to the Wing Headquarters Staff - this position can not be performed as an additional duty.

David E. Crawford, Lt Col, CAP
Director of Operations, North Carolina Wing

Analyze this: Will your students be prepared when something goes wrong? *(Reprinted with permission by the AOPA)*

Many instructors teach emergency procedures using perhaps the most catastrophic scenario possible: a complete engine failure. We do a good job teaching students how to get an airplane safely on the ground without power. Examiners always include a power-off landing during the practical test.

However, most in-flight incidents pilots face are not full-fledged engine failures but rather a wide range of less dramatic situations that are ambiguous, requiring good analysis and decision-making. The Private Pilot Practical Test Standards require that applicants be taught how to analyze an emergency situation. We usually interpret this analysis as trying to find out why the engine quit and determining if a restart is possible. The requirement for analysis is much broader than this.

Something happened to me not long ago that changed my approach to teaching emergency procedures. I was a half-hour into a 200-mile cross-country flight when I heard a loud crack, and the engine noise increased dramatically. I reduced power and turned back toward an airport I had passed over about 10 minutes earlier. (There is something to be said for planning cross-country routes that pass near airports on the way.) A trace of smoke was evident in the cockpit, and I could feel heat building up around the rudder pedals. If things got worse I was prepared to plant the airplane in a farmer's field before reaching the airport, and I had selected a suitable spot.

I considered pulling the mixture and cutting off the gas and master switch, but I didn't believe there was a fire because the odor was more like exhaust fumes than an oil, gas, or electrical fire. The oil pressure and temperature were normal, and the engine was still producing power. I called the field's unicom and announced my location, the problem I was having, and my intention to land on the nearest runway. Before I knew it there was a Pitts flying off my right wing. Much to my relief, the pilot reported that he didn't see any smoke coming from my airplane. Fellow pilots always seem to be there when you need them.

I landed safely and taxied to the ramp. As I walked toward the front of the airplane I noted that a small section of the cowl was scorched. I raised the cowl cover and immediately saw the problem. The front exhaust stack had broken between the manifold and the muffler, creating a deafening noise and spewing hot exhaust gas into the engine compartment. Fortunately the fracture was not near the carburetor or fuel lines.

On the drive home from the airport where I left my airplane, I wondered what my students would have done if they had experienced the same situation on one of their solo flights. Perhaps they would have landed in a farmer's field without a second thought, landed at the next airport they came to, or just continued to their destination. I reflected on how I teach students to analyze unusual situations under pressure.

The more a student knows about the aircraft and the failure characteristics of systems, the better he or she will be able to analyze what's going on and take corrective action.

What I experienced first sounded like a propeller problem, but there was no imbalance. It also sounded like an internal engine problem, but oil pressure and temperature were normal and the engine was still producing power. The smoke and heat would normally indicate a fire, but the cockpit smelled more like exhaust fumes, not the aroma of something burning. My analysis convinced me that there was a rupture in the exhaust system and I needed to get to the nearest airport and land, but it probably wasn't a real emergency unless I decided to complete the 200-mile trip. I opened the vents to circulate air through the cockpit so that I didn't absorb too much carbon monoxide from the exhaust during the short hop to the airport. I subsequently learned that there are smoke hood systems available that will protect pilots from smoke and carbon monoxide for about 15 minutes—about the time it takes to make an emergency landing. Using a filter about the size of a soda can, the device fits over your head while still providing visibility to fly the aircraft, and it costs about $60.

I believe the best method for teaching problem analysis and decision making is scenario-based instruction. You simulate unusual situations in flight and have the student cope with the event. For example, set up a simulated partial power failure caused by a broken piston or valve. Reduce power to about 1,500 rpm and have the student analyze the situation and take appropriate action to get the airplane safely on the ground. What if the elevator cable breaks or jams? This event can be simulated by teaching the student the use of only power, trim, and ailerons that will lead to a safe landing. How would your student handle electrical or engine fires, fuel leaks, a door opening, a loose cowling that exits the airplane, or the exhaust failure I experienced?

This is just a partial list of potential things that could go wrong in the air. If we take our students through these simulated conditions, not if but when it happens to them, they will be much better prepared to cope and make the right decision.

Richard Hiner retired from the AOPA Air Safety Foundation as vice president of training.

By Richard Hiner

Fayetteville Composite honors Spaatz award winner Lewis, then presented with Squadron of Merit Award

July 20, 2007

1st Lt. Jo Ann Mason
Public Affairs Officer
Fayetteville Composite Squadron
North Carolina Wing

NORTH CAROLINA — The Fayetteville Composite Squadron bestowed one honor by recognizing a member's achievement of U.S. Civil Air Patrol's highest award for cadets, then received an honor of its own.
Squadron members gathered at the 2nd Airlift Squadron building at Pope Air Force Base in honor of newly promoted Cadet Col. Jonathan M. Lewis as he received his Gen. Carl A. Spaatz Award — the final milestone in a CAP cadet's career, earned by only one-half of 1 percent of cadets after completion of a rigorous four-part exam consisting of a challenging physical fitness test, an essay exam testing moral reasoning, a comprehensive written exam on leadership and a comprehensive written exam on aerospace education.

Lewis, a CAP member since October 2002, was also recognized for his acceptance to attend the U.S. Academy. Those in attendance included the cadet's father, Lt. Col. Michael Lewis; Col. Larry Ragland, North Carolina Wing commander, and Col. Timothy Zadalis, commander of the Air Force's 43 rd Airlift Wing and of Pope Air Force Base. Ragland then surprised those gathered by presenting the Squadron of Merit Award to the Fayetteville unit's commander, Capt. Robert Mason. The presentation marked the second straight year the squadron has received the award.

Change of Command Ceremony

NC Wing Commander, Col. Larry J. Ragland, passes the ceremonial banner from outgoing Group 3 Commander, Lt. Col. Jerry West to Lt. Col. Daniel Ellis at a ceremony conducted during the NC Wing Commander's Call. Col. Ragland expressed his sincere thanks to Lt. Col. West and presented him with a Commander's Commendation.

North Carolina Cadets Compete in the National Cadet Competition

Early Thursday 28 June 07, the Middle East Region Color Guard (NC Wing, Apex Cadet) started their trip to Dayton, OH for the National Cadet Competition with 11 others in support for the team. For those of you not familiar with the competition, it encompasses all the aspects of the cadet program. The cadets need to know uniforms, customs and courtesies, flag etiquette, drill and ceremony, physical fitness, CAP organization and history and teamwork. This is truly a team competition.

There is nothing like starting the competition with rain in the morning right before inspection. We were fortunate that it had let up by the time we left the dormitory. Performing in the National Museum of Aviation was indeed a treat. Despite difficulties and delays, the team did an awesome job. C/CMSgt TJ Richardson took first place and C/SrA Tyler Weston took second place overall in the written test. C/SMSgt Peter Barrow ran a 5:35 mile a personal best—beating out the fastest runner on the MER Drill Team. The Panel quiz started out slow, but they quickly got into the groove and won the remaining rounds soundly—taking first overall by over 100 points. Each of our cadets answered questions during the panel quiz, which was rare among the other teams. They did an outstanding job of posting the flag outdoors (second place) and were called upon to dress the flags for the banquet.

The National Cadet Competition was very close and we placed fourth overall with just 2 points between second and fourth. We are extremely proud of these four young men. In addition to attending their normal squadron activities, they practiced for hours before the competition. They had to make great sacrifices of not being able to attend activities this summer because of the competition. They exemplify the core values of CAP and were a tribute to Apex Cadet Squadron, North Carolina Wing, and Middle East Region. They truly were the Òbest of the best.Ó This competition would not have been possible without the outstanding cadet leadership of the Apex Cadet Squadron and Lt Col Dominic Strug for assisting us. A special thank you to Lt Col Jett Mayhew and the CAP Division—Lt Col Lucy Davis. We also received outstanding support from the families at each level competition.

At the end of the competition, these cadets were ready to commit to doing it all again—now that's dedication! Congratulations C/CMSgt TJ Richardson, C/CMSgt Chris Gamble, C/SMSgt Peter Barrow and C/SrA Tyler Weston, you made all of us very proud.

Lt Col Pam Landreth-Strug

2007 MER Color Guard Escort

Middle East Region Color Guard from right to left C/SMSgt Peter Barrow, C/CMSgt Chris Gamble, C/CMSgt TJ Richardson, C/SrA Tyler Weston

Cadet Encampment

Alpha Avengers

Bravo Bombers

Charlie Cougars

Delta Dragons

Cadet Encampment Staff

Carolina Wingtips

Doctors Pressured On Airport Closure

(Reprinted from AOPA On-line Newsletter)
Doctors who work for University of North Carolina's Area Health Education Center (AHEC) say they've been pressured to not oppose the university's plan to close the on-campus airport that allows them quick deployment to far-flung areas of the state. The university wants to close Horace Williams Airport to make way for a new research center, but the doctors say moving the airplanes they use for their medical outreach programs to Raleigh-Durham International will take up valuable time. AOPA paraphrased one doctor as telling a state legislative committee that supporting the airport could negatively affect his career. He was among about a dozen people who spoke at a joint appropriations committee hearing on the airport closure last week. Closing the airport is considered a major step in the university's fulfilling its closure plans, something AOPA has been fighting for two years. "It's clear that this airport is a vital asset to the community, AHEC and the university," said Greg Pecoraro, AOPA vice president of regional affairs. "These doctors aren't in an easy position, yet they are standing up for Horace Williams because it provides them the fastest response time for medical flights."

N716CP Fueling Procedures

Be advised that our Group 2 Pilots meeting we discussed and approved the following fueling procedure for N716CP.

N716CP will be fueled to 52 gallons at the conclusion of each flight. Use the gauges and fuel stick to calculate your fuel order. You can no longer order fuel to the bottom of the tabs.

There are a number of reason to do this approach. Some important notes include:
* 52 gallons is 4 hours of flight at full cruise power, properly leaned.
* With 3 man crew we will have less of an issue with having to fly for extended periods of time before being able to land.
* Pilot can always opt to mange the fuel requirement by adding fuel before the flight if the mission demands it.

When ordering fuel you will need to order a specific number of gallons to accomplish this. For example you may place an order for "12 gallons of 100LL" or "6 gallons per side of 100LL".

As before, you are required to observe the fueling and while doing so make the aircraft mission ready before securing it. This includes verifying the oil is filled, tires are filled, windscreen is cleaned using a terry towel, and cleaning up any trash from the aircraft. Make sure to note the fuel and oil used on the F99.

Thanks for your cooperation and assistance.

Ray Walters MBA, PMP, Capt, CAP
DO
NC-048
AHLS, ACDO, ASE
NC-001

Say again, please

We were leaving Martha's Vineyard when my student nervously contacted Cape Approach:
Cessna 38W: Cape Approach, Cessna Three Eight Whiskey, student pilot departing the Vineyard, requesting advisories to New Bedford.
Cape Approach: Cessna Three Eight Whiskey, Cape Approach. This should be interesting. I'm a student controller, squawk 2234, and ident.

Carolina Wingtips continued ...

New NCWG Director of Operations

I would like to extend my hearty congratulations to LtCol Dave Crawford on his new appointment as Director of Operations for the NC Wing.

His efforts as Wing Emergency Services Officer have been outstanding in every way. By developing WMIRS he greatly increased the accuracy of mission accounting and gave ICs an extremely flexible tool for controlling missions. His vision resulted in making it possible to use training funds throughout each month wherever and whenever crews could get together rather than just when large SAREXs could be organized. This has resulted in North Carolina leading the nation in effective use of training funds.

I know LtCol Crawford will continue to make good things happen for our Wing in his new position. Well done Dave.

LtCol Bill Hawke, IC

Lt. Linker promoted

1st. Lt. Christopher M. Linker was awarded The Benjamin O Davis Jr. award and promoted to the rank of Captain Thursday night in a ceremony during the general meeting of the Golden Eagle Composite Squadron (NC-142). Lt. Col. Fox - Commanding – Presented the awards.

Capt. Linker has been a member of the CAP for a little over two years and his duty assignments are:
Squadron Communications Officer
Assist Dir. Wing communications
Assist Wing Finance Officer
Assist Sqdn. E/S Training Officer

His regular civilian Job is Director of Communications for the City of Concord NC. He came well qualified and we are lucky to have him as a part of our organization.

Congratulations, Captain Linker.
Capt. James P. Williams.
PAO –AEO
Golden Eagle Squadron NC-142

L-R: Capt. Linker, Ofcr. Frank N. James, Lt. Col Fox

New Wing Plans and Programs Officer

It is my pleasure to announce that Lt Col Leslie Ingram has accepted and is now assigned as the Wing Plans and Programs Officer (XP).

Col Ingram has an in-depth experience in CAP command and staff, having served as a group commander and wing chief of staff. Col Ingram has been serving as Ass't Wing Medical Officer and will continue doing so. To enhance her new duties as XP, Col Ingram is also assigned an additional duty in the Cadet Programs Directorate.

Please welcome Col. Ingram and wish her the best of success.

Lt.Col. Roy Douglass
NCWG Chief of Staff

Aerospace Education

Congratulations to all NC Wing members. I have just received a letter from the National Commander informing me that NC Wing has been selected to receive the Middle East Region Aerospace Education Mission Award. This award will be presented in Atlanta at the August National Board meeting.

This is great recognition of all the hard work our members have put into the "prop that points up". Thanks to the energetic leadership of Major Richard Harkness, this Wing has once again been recognized for doing a superb job in this critical mission. I hope each of you are as pleased as I am to see this important mission getting the attention it deserves in this Wing. We are demonstrating we deserve the responsibility of this mission in our charter from Congress and we are boosting our cadet program tremendously by our participation in this fun activity. Keep up the good work NC Wing. You are the best.

Larry J. Ragland, Col, CAP
NC Wing Commander

Aerospace Education Grants

The Air Force Association is sponsoring Civil Air Patrol Aerospace Education Memberships at half of the $35.00 membership cost for the first year.

TO QUALIFY:

- You must be joining Civil Air Patrol as a **new** aerospace education member
- Your application must be received no later than **November 1st, 2006**
- Your application must be one of the first 140 received for this special sponsored program
- **Your payment of $17.50 must accompany the AE membership application** **
- Note on the application **"AFA Sponsorship"**
- 60 **AEM ½ price Renewals** will be awarded on a first-come-first-serve basis to those completing the AFA/AEM survey form**.

Mail or fax the completed application and your payment of $17.50 to: Civil Air Patrol NHQ/ED Attention: Judy Rice, 105 S Hansell St, Maxwell AFB, AL 36112 or Fax: (334)953-4235 Email: jrice@cap.gov
** Application and survey forms can be found on-line at www.cap.gov/ae

NTSB Reports

On June 17, 2007, at 1320 EDT (1720 UTC), a runway incursion occurred at Teterboro Airport (TEB), New Jersey involving Avantair (VRN) flight 152, a P180, and N6026K, an SR22.

AT 1319:02, the pilot of VRN152, an IFR departure, advised the tower controller that they were ready to depart from runway 24. The tower controller responded, 'Avantair one five two, runway 24, cleared for takeoff.'

At 1319:42, the pilot of N6026K, a VFR departure, advised the tower controller that he was 'ready to go [on runway 19] at [taxiway] bravo.' The tower controller responded, 'Cirrus two six kilo left turn northeast bound maintain at or below one thousand runway 19 at bravo cleared for takeoff.'

The pilot of VRN152 saw N6026K on departure roll and applied maximum braking, experienced two blown tires on the main gear, as N6026K rolled past, through the intersection 50 feet in front. VRN152 stopped in the intersection. The tower controller stated that he did not see the incursion, so he did not cancel either takeoff clearance.

There were 3 people in the tower cab; the tower/controller-in charge and two developmental controllers who were working clearance delivery, one controller was on break. The two developmental controllers were faced away from the front of the cab and did not see the event.

The incident occurred during day VFR conditions (clear sky with 10 miles visibility).

On July 3, 2007, about 1500 eastern daylight time, a Mooney M20E, N7837V, was substantially damaged during a forced landing, following a loss of engine power during a climb, near Winnsboro, South Carolina. The certificated flight instructor (CFI), and the certificated commercial pilot were not injured. Visual meteorological conditions prevailed and no flight plan had been filed for the flight that departed Columbia Metropolitan Airport (CAE), Columbia, South Carolina, about 1445. The instructional flight was conducted under 14 CFR Part 91.

According to a Federal Aviation Administration (FAA) inspector, the commercial pilot was receiving dual flight instruction towards a flight instructor certificate. The airplane was at an altitude of 3,500 feet, when a simulated engine failure was performed, which terminated with a recovery at 700 feet. As the airplane climbed past 1,700 feet, the engine lost partial power, which was followed shortly thereafter by a complete power loss. Attempts to restart the engine were unsuccessful, and the CFI performed a forced landing to a field. During the landing, the airplane's left wing struck a tree stump.

Initial examination of the engine by an FAA inspector did not reveal any pre-impact malfunctions. The engine was retained for further examination.

On June 19, 2007, about 1230 eastern daylight time, a Beech T-34A, N55192, was substantially damaged during a forced landing to a field, after experiencing a total loss of engine power while on approach to Laurinburg-Maxton Airport (MEB), Maxton, North Carolina. The certificated airline transport pilot was not injured. Visual meteorological conditions prevailed for the flight that originated from Pittsburgh, Pennsylvania. No flight plan had been filed for the personal flight conducted under 14 CFR Part 91.

The pilot stated that the airplane turned base leg for runway 5, and was about 650 to 700 feet agl. The pilot did not hear any unusual noises from the engine, and without warning, it lost all power. He subsequently landed in a field just prior to the runway. During the landing, the nose and right main landing gear collapsed, and the left wing and fuselage sustained substantial damage.

The pilot further stated that the engine had accumulated 208 total hours of operation, and approximately 10 hours of operation since the airplane's last annual inspection. The pilot estimated that there were 9 gallons of fuel in each wing tank when the power loss occurred.

The reported weather at MEB, at 1252, was: wind from 200 degrees at 5 knots; visibility 9 miles; sky clear; temperature 93 degrees F; dew point 68 degrees F; altimeter 30.05 inches/Hg.

The wreckage was retained for further examination.

Civil Air Patrol honors former national commander

NC Wing dedicates the headquarters library to Maj. Gen. Wheless

Burlington, NC – The North Carolina Wing, U.S. Civil Air Patrol honors a former National Commander at a ceremony dedicating the NC Wing library to Maj. Gen. Dwight E. Wheless at wing headquarters.

According to NC Wing Commander, Col. Larry J. Ragland, Gen. Wheless served as National CAP Commander from August 2004 to May 2005. "Gen. Wheless is a former NC Wing Commander and currently lives with his family in Dare Co."

The dedication was attended by members of the NC Wing staff as well as CAP members from across the state.

Col. Harold "Tink" Schaffer, of the Middle East Region staff assisted at the dedication.

The wing library was recently redecorated and features a prominent portrait of Gen. Wheless.

1st. Lt. Don Penven

NCWG Deputy PAO

Maj. Gen Dwight Wheless

Col. Harold "Tink" Schaffer

L-R: Col. Ragland, Maj. Gen. Wheless

Taylorsville Mission

Aircraft located near private airstrip, two on board killed in crash

June 21, 2007

Taylorsville, NC - The U.S. Air Force Rescue Coordination Center (AFRCC) alerted The North Carolina Wing, Civil Air Patrol to begin a search near Taylorsville, NC for an Emergency Locator Transmitter (ELT) signal received by SARSAT satellites at about 3:00 p.m. today. According to Lt. Col. Jeff Willis, Incident Commander for the mission, ground teams from Hickory and Iredell Co. were dispatched as well as aircraft from Monroe and Winston-Salem. Approximately one hour later the AFRCC notified Willis that a Cessna 182 had been reported overdue on a flight from Taylorsville to Statesville.

"The Monroe flight crew was to begin an Electronic Search foor the ELT signal between Taylorsville and Statesville while the Winston-Salem aircrew would act as High Bird—an airborne radio repeater. Prior to the arrival of the NC Wing aircraft to the search area a helicopter pilot spotted the wreckage of the Cessna in a wooded area just off the approach end of a small private airstrip," Willis said.

Alexander Co. Emergency Management personnel notified Willis of the crash location, and requested that CAP ground team personal remain at the scene to provide surveillance of the crash site until FAA officials arrived. CAP members assisted in disabling the aircraft's ELT. Eleven NC Wing members participated in the mission, Willis said.

1st. Lt Don Penven, Mission Information Officer
Lt. Col Jeff Willis, Incident Commander

Photo by Capt. Scott Malizia

Members of Cape Fear Composite Squadron learn about NOAA and NWS

Wilmington, NC â" U.S. Civil Air Patrol cadets and officer members of the Cape Fear Composite Squadron hosted guest speaker, Stephen Keebler, of the National Oceanic and Atmospheric Administration (NOAA) during a weekly squadron meeting on Thursday, July 12th. Weather and how it affects aviation, such as wind shear and cloud coverage, were discussed as well as the conditions we deal with on a daily basis. Computer models were used to demonstrate how the NOAA create forecasts and find hurricanes.

After his presentation at CAP squadron headquarters, Keebler escorted the CAP members to the NWS station at Wilmington International Airport. He explained the different positions held at the NWS and the volume of data that they receive from satellites, balloons, and buoys. The relay time for data is a few minutes for satellite and almost instantaneous for radar. âœThis data comes into ILM and it can then be â˜scaled downâ™ for forecastingâ , stated Keebler. âœData comes into this office every 15 minutes.â The members were told that this station is part of 122 across the U.S. and runs 24/7 with 23 employees on staff. The ILM office can monitor the northern hemisphere using Advanced Weather Processing System or AWIPS. This raw data and their forecasting models are available for local meteorologists to use.

The highlight of the tour was when cadets were allowed to use the NOAA computers to check various weather conditions across the country. Taking turns, cadets learned how to change from state-wide observations to national conditions. They also learned what the upcoming weekendâ™s weather would be based on certain models. One cadet pulled up weather balloon data that was launched from Charleston, SC.

Cadets Zupan, A. Dahms, R. Dahms, Baker learn about weather forecasting as Capt Drew looks on.

Stephen Keebler shows the software used by NWS to Cadet Zupan.

Photos by Capt. Elizabeth Butrim

Say again, please

Dallas/Fort Worth Clearance Delivery: Nine Eight Two Sierra Yankee stand by to copy clearance.
N982SY: Nine Eight Two Sierra Yankee ready to copy.
Clearance Delivery: Nine Eight Two Sierra Yankee is cleared direct Rockport, after departure fly runway heading at or below 2,000 expect 10,000 in 10 minutes, contact Dallas Forth Worth Departure 125.2, squawk 2351.
N9800Y: Nine Eight Two Sierra Yankee fly runway — hey, if you guys don't hold still and be quiet, your mother and I will be flying to the Bahamas without you for spring break next week and you'll be in Dallas with the babysitter. Am I clear?
Clearance Delivery: Oh no. Can I please go too, daddy?
N9880Y: Sure, come on. Guess I forgot to turn loose of the transmit button. Sorry.

NCWG Hosts AFRCC SAR Training

A very successful edition of the AFRCC SMC Course was completed at Wing HQ this weekend. 20 members and 1 CAP-USAF Liaison NCO participated in the 2 day course, conducted by the AFRCC and the National Search and Rescue School. The course consisted of one day of classroom instruction, followed by a half day table top exercise, simulating the planning aspects necessary to accomplish a long duration missing aircraft search, in a resource constrained, and limited information environment.

Thanks to Mr. Al Knox, Major Larry Gouge and Lt Col David Martens for their excellent instruction, and a special thanks to Kathy Gaddy, the wing administrator who kept us equipped and well fed during the course.

Congratulations to the following members for successfully completing the AFRCC SMC Course 07-07:

Col Larry Ragland, NC-001
Lt Col Robert Bauer, NC-019
Lt Col David Crawford, NC-001
Lt Col Jack Donahue, NC-002
Lt Col Roy Douglass, NC-001
Lt Col Dan Ellis, NC-003
Lt Col Eric Grant, NC-001
Lt Col Jeff Willis, NC-001
Major Richard Lowrance, NC-001
Major Matt Mickelsen, NC-145
Major Toby Wall, NC-002
Capt Linwood Dabney, NC-160
Capt Chris Linker, NC-142
Capt Robert Mason, NC-007
Capt David Oldham, NC-001
Capt Butch Phillips, NC-019
Capt Sal Tripoli, NC-001
Capt Dion Viventi, NC-048
Capt Joe Weinflash, NC-019
Capt Andy Wiggs, NC-003
TSgt Randy Dean, CAP-USAF

L-R: Capt. Sal Tripoli, Capt. Andy Wiggs, Capt. Dave Oldham

David E. Crawford, Lt Col, CAP
Director of Operations, North Carolina Wing
email: dcrawford@ncwg.cap.gov
web: www.ncwg.cap.gov

Photos by Col. Larry J. Ragland

Students work tabletop exercises

New Wing Paging Setup

After thorough review based on resource basing, including ES personnel and aircraft combined with analysis of mission activity, the ES paging/alerting lists have been restructured based on a new geographic layout that is not tied to any current or former administrative group structure. For several years we have attempted to continue to use the old 8 group structure as the ES response "map". Experience has shown that this is not as effective as we would like it to be and the current 3 group structure is too unwieldy for operational responses over smaller areas. Therefore we restructuring the paging/alerting into 5 Alerting Sectors, which are geographically based on counties and we feel better fit our operational requirements. The map showing the counties covered by each Alert Sector can be seen in the paperless wing at https://www.ncwg.cap.gov/paperless_wing/process/es_alert_sectors.cfm. The five sectors are:

Mountain Sector
Northern Piedmont Sector
Southern Piedmont Sector
Northern Coastal Sector
Southern Coastal Sector

All existing Paging Lists have been converted to the new structure, and each member who was subscribed to an alert list has had their subscription updated to the new lists. I encourage all ES qualified seniors, and ES qualified cadets over the age of 18 to participate in the alert paging system (click on "Subscribe to Pager Alert System" under the "Your Member Information" area of the paperless wing). Any email addressable device including alpha-pagers, cell phones, PDAs can be subscribed to the alert lists. The state wide list has been reconfigured and we will have weekly test alerts starting on 9 July.

We are currently restricting each member to a single alert list. Individuals who feel that they have reason to be alerted in more than one sector, must contact myself or Lt Col Willis to request authorization to be included in more than one alert list.

As a reminder concerning alerting. When an Incident Commander pages for resources, that is what he/she is looking for: a complete resource, e.g. a UDF team, an Aircrew, a Ground Team. Having each individual member of a resource call the IC to report availability slows the process down. In the future, ICs will be expecting to hear from someone representing a complete resource: a UDF team member representing a UDF team, a Ground Team Leader representing a ground team, or a Mission Pilot representing a complete aircrew (including aircraft). Your attention and cooperation will be appreciated.

David E. Crawford, Lt Col, CAP
Director of Emergency Services, North Carolina Wing
email: dcrawford@ncwg.cap.gov
web: www.ncwg.cap.gov

NCWG Hosts IACE

To All NC Wing,

IACE Cadets will be touring North Carolina beginning Sunday, 22 July. We will be in Manteo/Elizabeth 22-23 July, MCAS Cherry Point-24 July, Raleigh Area-25,26,27 including the NC Zoo on Friday the 27th. We will be in the Charlotte area Saturday & Sunday-28-29 including going to Carowinds on Sunday. Anyone who would like to come out to any of the activities/locations to meet and visit with the IACE Cadets please do so.

I know they would welcome the opportunity to meet our cadets and seniors. If you are interested in attending any activities please contact Wing Headquarters for exact times. The IACE cadets will be from Belgium and Canada.

Regards,

Lt. Col. Lucy Davis

Elizabeth City

IACE members and their escorts completed a two day visit to Elizabeth City. Hosted by NC 805 and the US Coast Guard facility, the group enjoyed a tour of the Coast Guard complex and an exciting flight aboard a USCG C-130. The flight made several circles above the Wright Brothers Memorial and the crew opened up the back of the plane for most of the flight. Each person also got to plug in a headset and observe the flight deck while in flight. Always a pleasure to participate in IACE, we look forward to the next visit in 2009.
Capt. Jim Elliott
NC 805 Squadron Commander

Attention NCWG PAOs

The IACE program is an excellent opportunity to bring our organization to the forefront of public attention. I sincerely hope that each Group and unit that has the honor of hosting these youmg people will share your experiences with us.

Please send **two** or **three** of your best photos along with a brief article to me at:
carolina.wingspan@gmail.com

Be sure to include an explanation of the photos and be sure to identify those people shown.

Thanks in advance,

1st. Lt. Don Penven
Editor

Fayetteville Composite Squadron takes two teachers on their CAP AEM Orientation Flights

NORTH CAROLINA – Captain James Sedberry of Fayetteville Composite Squadron flew two CAP AE Members from Pope Elementary School on their first flight in a Civil Air Patrol airplane, which was conducted out of Lillington, NC at Harnett County Airport.

First Grade teacher Temple Wood and school Principle Robert Kirkpatrick flew one hour each after departing Harnett County Airport. They were introduced to basic aerodynamics, flight controls, instruments and airport operations.

Afterward, the two CAP AE Members had a better understanding of aviation and informed Captain Sedberry that this AE Workshop and Orientation Flight would greatly contribute to Aerospace at Pope AFB school class rooms and recruiting more teachers for the AEM program.

Capt. James Sedberry
Aerospace Education Officer
Fayetteville Composite Squadron
MER-NC-007

Mountain Fury - Summer 2007

It is time again for Mountain Fury 3.0 to be hosted by Asheville Composite Squadron at AVL from 17-19 Aug 07.

There will be more operational details including information regarding lodging, local transportation and operatinal procedures coming soon.

The first step is to announce that this time crews from NCWG will be joined by crews from GAWG and SER. This will be a terrific opportunity to train with crews from other areas grow together. As previously, inbounds will be on Friday with most flying on Saturday with Sunday available should further flying be needed or requested.

What I need currently is an RSVP from those crews wishing to attend. Please forward to me, your crew and aircraft and please reserve your aircraft in WMiRS. Should the requests outnumber the slots availablity we will lean toward those who have not participated previously in order to reach more total crews.

Please get back to me asap and expect a steady stream of info as we approach the date. As previously you will once again be sent the Mountain Fury DVD to get you ready to go. If you have not done so previously, please complete the AOPA mountain flying course and bring the certificate with you.

Again, we are looking forward to having you train with us in the mountains.

Joe Weinflash, Capt, CAP
Asheville Composite Squadron/DCS

Reading File for Engine Out Emergencies

Submitted by Capt. Dan McCollum

Total engine failure: It can be one of a single-engine pilot's worst nightmares.

The advice generally available to a pilot who suddenly finds himself powerless can be summarized in one sentence: "If the engine fails after takeoff, land straight ahead; do not turn back to the airport."

This usually is good advice. But there are times when a pilot should return to the airport and not land straight ahead.

NTSB accident records describe in graphic detail the often-fatal stall/spin results of those who have attempted a 180-degree return to the airport from too low an altitude. Many pilots, however, have returned successfully but gone unnoticed because the engine failures did not result in accidents.

The turnback test

Altitude is one of two primary factors that make the difference between success and failure. With sufficient altitude, a turnaround to the airport might be the safest recourse under some conditions, such as when the terrain ahead offers little hope of a survivable forced landing.

If you do not have sufficient altitude, a turnaround should not be attempted. It is wiser to accept a controlled crash into the wind than to risk spinning uncontrollably into oblivion.

But how high is high enough? What is the minimum altitude above which a return to the airport can be executed safely?

This depends on aircraft glide characteristics and the turnaround technique used. For example, should the bank angle be shallow, medium, or steep? To answer these and other questions regarding the controversial turnaround, I enlisted the aid of several flight instructors to obtain flight data for a variety of general aviation singles.

To simulate an engine failure after takeoff, we flew each aircraft in takeoff configuration and at its best-angle-of-climb speed. At a safe altitude, the throttle was retarded, and the pilot did nothing for four seconds, the time it typically takes to recognize an engine failure and initiate action. After this delay, the aircraft was established in a 30-degree banked, gliding turn. At the completion of a 180-degree turn, the sink rate was arrested to simulate a landing flare. Subsequent tests were conducted using 45-, 60-, and 75-degree banked turns, and the net altitude losses were recorded.

According to these findings, the minimum altitude loss (in most cases) results from a steeply banked turn. The altitude loss in a Cessna 172, for example, is 380 feet when a shallow bank is used but only 210 feet when the bank angle is steepened to 75 degrees.

It might seem incongruous that a shallow bank results in more altitude loss than a steep bank. After all, sink rate during a gliding turn increases with bank angle. The explanation involves the element of time. When a Cessna 172 is banked 30 degrees while gliding at 70 knots, the rate of turn is only 9 degrees per second and the time required to execute a 180-degree turn is 20 seconds, which is enough time to lose substantial altitude even though descent rate is nominal.

Conversely, turn rate increases to an astonishing 58 degrees per second during a 75-degree bank, and a one-eighty requires only three seconds, insufficient time to lose substantial altitude even at a high descent rate.

The results seem to favor using a steep bank angle. The problem is that progressively steepened bank angles result in rising stall speeds. During a 30-degree banked turn, stall speed increases only fractionally, from 50 to 53 knots in a Cessna 172L. In a 75-degree banked turn, stall speed increases by a dramatic 97 percent (in all airplanes). It is obvious that steep bank angles must be avoided during low-altitude maneuvering.

Another argument against the steep turn is the difficulty of attempting to arrest a high sink rate near the ground. With the aircraft perilously close to stall, added elevator pressure is required to overcome the airplane's substantial vertical momentum. This aggravates the problem by increasing the probability of an accelerated stall near the ground.

The optimum bank angle, therefore, appears to be a compromise between the altitude-losing effects of a shallow bank and the rising stall speeds associated with steep bank angles. A 45-degree banked turn seems to provide the best results, a moderate turn rate and altitude loss, and only a 19-percent increase in stall speed.

During this investigation, we explored other turn methods: half-spins, wingovers, and skidding turns. In most cases, such maneuvering proved unacceptable and resulted in greater altitude losses and hazards than did coordinated gliding turns.

After completing a 180-degree turn, however, an aircraft is laterally offset from the runway centerline and, therefore, must turn at least 30 degrees more to return to the centerline and another 30 degrees to line up with the runway.

We initially thought that an extra 25 AApercent of altitude, beyond that lost during the 180-degree turnaround, would be required to return to the runway. But further testing revealed that 50 percent more is required. For example, a Cessna 172L loses 300 feet during a 45-degree banked 180-degree turnaround (including a four-second delay and transitioning from climb to glide), but 450 feet are required to return to the runway under ideal conditions.

Once you determine how much altitude your particular aircraft loses during a 180-degree turn, increase this figure by at least 50 percent to determine the minimum turnaround altitude. By adding this result to airport elevation, you have a target altitude that must be attained before you contemplate a return to the runway.

Room to maneuver

The second primary factor (altitude being the first) that can determine success or failure is runway length. If the runway is short, an attempt to return from the minimum turnaround altitude is likely to fail because the aircraft will be too far from the runway when it finally reaches its turnaround altitude. It also leaves little room for error (especially because the landing will be downwind). On the other hand, turning around from an appropriate altitude to a 12,000-foot-long runway is a no-brainer. A rule of thumb suggests not even thinking about a turnaround unless two-thirds of the turnaround altitude is achieved before crossing the departure end of the runway.

Although initial climb at the best-angle-of-climb airspeed (V_X) results in more altitude over the departure end of the runway than when using the best-rate-of-climb airspeed (V_Y), pilots should recognize that an engine failure and delayed action at V_X result in a more rapid speed bleed that places the aircraft in greater danger of stalling. Furthermore, the transition from such a nose-high attitude to a gliding attitude requires lowering the nose aggressively, an action that seems to initially fill the windshield with rapidly rising terrain. This can startle even those prepared for such a low-altitude phenomenon. Although a climb at V_Y can reduce the likelihood of a return to the runway, the additional airspeed it provides might be more desirable.

A turnaround is risky when departing into strong headwinds because of the possibility of overshoot and the considerable runway length required to dissipate high groundspeeds. Under these conditions, it is more advisable to lower the nose following an engine failure and accept what lies ahead.

Speaking of wind, turn direction should be into the wind to decrease lateral displacement from the runway centerline, which makes it easier to line up for landing. A downwind turn would cause the aircraft to drift farther from the centerline, decreasing the likelihood of a return to the airport.

If the wind is blowing down the runway, turn in whichever direction is most comfortable (left for most pilots).

If you depart from a parallel runway, you probably should turn toward the other parallel and land on it or any other runway that is more convenient. Don’t become fixated about landing on the departure runway. If a taxiway or other clear area seems a better choice, use it. Put the airplane on any surface that appears survivable.

If a turnaround results in excessive altitude on final approach, it can be dissipated by S-turning, flap deployment, and slipping. On the other hand, if you’re ever so slightly low and are not sure whether the landing gear will clear a fence or destroy it, you can wait until the last second to extend flaps to the takeoff position. This last-ditch effort usually causes a slight ballooning and might be what’s needed in a pinch. But since you don’t get something for nothing, watch out for an increased sink rate after the fence has been left behind (hopefully intact).

As you begin the landing, do not allow a prolonged flare to eat up valuable real estate. Put the airplane down — firmly if necessary — and stomp on the binders. If obstacles loom ahead, raise the flaps to kill lift, and consider ground looping. Do whatever is necessary to prevent the nose from burrowing into an immovable object.

Preparing for the worst

Tradition claims that landing is more hazardous than takeoff. Landing, we are taught, requires more finesse and expertise and has been compared to threading a needle. A takeoff, on the other hand, frequently is compared in simplicity to withdrawing the thread. But with respect to engine reliability, the takeoff is riskier. This is when the powerplant is first put to the test and when we learn if everything is going to hold together. There's less reason to be concerned about powerplant integrity during an approach because you have been assured of its reliability while en route.

Once you acknowledge the risk of an engine failure during takeoff and initial climb, the least you can do is prepare for the possibility by knowing the minimum safe turnaround altitude for your aircraft. Having a target altitude provides a psychological advantage at a time when you are burdened with an assortment of departure chores and are least prepared for engine failure. With a target altitude in mind, you are not forced to make an immediate turn/no-turn decision. That determination was made earlier. If you are below target altitude, you know not to turn. Above this altitude, you can turn with more assurance of success and, as a result, perform more calmly and efficiently than turning without knowing anything about the probability of your survival. An engine failure after takeoff is extremely frightening and can reduce mental sharpness to pudding with the snap of a connecting rod. Armed with a target altitude, you're ahead of the game.

When conditions suggest using the turnaround maneuver, you can ill afford the luxury of guesswork. You must know that you can make it safely or not attempt the turn. Once committed to a course reversal, you must perform with cool, calculated precision, turning at the desired bank angle while closely maintaining the best-glide speed. Large variations in pilot performance can drastically erode valuable altitude.

Keep your head in the cockpit and stay on instruments while establishing the gliding turn. This helps to ensure proper entry. Neck-craning to locate the runway doesn't do any good until some of the turn has been completed.

On the other hand, be sure to look at the runway before half of the turn is complete to determine if a return to the airport appears likely. If not, reverse the turn and land into the wind.

Resist the temptation to steepen the bank and/or reduce airspeed during the turn. (Reducing speed to within 5 percent of stall actually reduces altitude lost per degree of turn but cannot be recommended in good conscience.)

When a pilot follows a calculated course of action, his mind is less encumbered with fear, possibly offering him time to attempt a restart. Perhaps the problem can be resolved by switching fuel tanks or turning on a fuel pump. But trying to analyze an engine failure while maneuvering requires a clear head. Preparation helps to make this possible.

As you read this, you no doubt will consider the numerous and generally valid arguments against a turnaround after takeoff. Consider also, however, the arguments favoring a return. There are many, including the most obvious: the availability of a long, smooth landing surface. Also, crash-and-rescue efforts generally are timelier on an airport than off.

Far superior to the turnaround maneuver is avoiding engine failure in the first place. Since fuel starvation or exhaustion is more common than structural or mechanical failure, a pilot should modify his preflight preparations to include selecting the fullest fuel tank prior to engine start. The fuel valve should not be moved again until the aircraft is in cruise flight. Repositioning the selector valve during runup might not allow sufficient time to determine that the engine is operating on an unrestricted flow of fuel. There might be only enough fuel in the lines for the airplane to become airborne before sudden silence stuns the pilot into quiet, unnerving reality.

By selecting the desired fuel tank before engine start, you can test fuel-flow integrity during engine start, normal taxi, and runup. This better ensures that fuel is indeed flowing freely from tank to engine.

As the throttle is advanced at the beginning of the takeoff roll, listen carefully for unusual roughness, scan the gauges judiciously, and be prepared for the possibility of an abort.

Initial climb should be made as steeply as is practical and safe. Relatively flat climbs reduce the likelihood of a return to the airport should an engine failure occur even when above the turnaround altitude.

Many pilots habitually retard the throttle almost immediately after liftoff. Avoid this unless required by local noise-abatement procedures. If the engine is operating normally at maximum power, leave it that way and use it to maintain maximum climb

performance. Do not reduce power until safely above the minimum turnaround altitude or until a relatively safe off-airport landing could be made.

Once airborne, begin looking for a place to land. It might be difficult to shift mental gears so abruptly and think about a forced landing during the early moments of flight, but this simple procedure can pay handsome dividends. If a landing area has been selected, the shock of an engine failure at low altitude won't be quite so traumatic. Suitable landing sites aren't always ahead or behind; a better choice might be off to the side.

No one can advise a pilot exactly what to do when his only engine fails after takeoff. Each of us must determine his own course of action. This controversial discussion is not intended to encourage a return to the airport. Rather, its purpose is only to provide additional and enlightening information resulting from an exhaustive investigation of the options. Hopefully this will be of value to those who acknowledge the risk assumed during every takeoff.

Source: Barry Shiff AOPA March 1989

Looking for a Place to Land

Ron Fowler, in the book Making Perfect Landings, suggests that pilots imagine themselves sitting on a cone with sides slanting at a 45-degree angle down to the ground. "By confining your landing area to this cone, you are assured of reaching it," Fowler writes. Once you accept the cone concept, designed to assure that you will at least land under control, which site within the cone should you pick? Remember that the cone is circular and that the best landing spot may be behind you. Lou Wipotnik of Chicago, chosen by the general aviation industry as the 1996 flight instructor of the year, suggests these factors for you to consider:

Size of the field. Many fields, especially around the Midwest, are outlined by section lines about a mile square. Telephone and power lines may surround such fields, however, and are often invisible when landing into the sun.

Color. Fields change colors during the growing season. Newly plowed fields are obviously bad choices, but brown with a touch of green or green fields with sod may be good choices. However, what is green at altitude could be high crops down close. Dark green, such as corn in summer, is obviously a bad choice. Yellow fields could mean high corn in the fall or tall wheat; either one is a bad choice. Harvested fields are better but are very rough.

Wind. Landing into the wind offers the pilot the best opportunity for survival, Wipotnik said.

Altitude. Fly high enough en route to offer yourself time in the event of an engine failure (see lesson one above). For most light aircraft, 7,000 to 8,000 feet msl is the optimum for fuel economy and, if not over high terrain, affords time to run through emergency procedures.

Routes. Select routes that offer the best of level terrain possible, Wipotnik advises. While it is not always possible, try to avoid vast woodlands, large bodies of water, mountains, marshes, or large cities. If you have to fly over such areas, especially large cities, know in advance where the best landing sites are located. Wipotnik teaches at Palwaukee Municipal Airport in Wheeling, Illinois, which is surrounded by the heavily developed Chicago suburbs. He has studied the few landing sites available just off the airport and videotaped them, and he presents the tape at safety meetings.

The chances are that if you have an emergency, you will do whatever your checklist says and, beyond that, whatever seems to work best for the circumstances. But you can stack the odds in your favor, as lessons from Wylie and Wipotnik indicate.

Source: Alton Marsh Flying Magazine June 1997

PAO Corner

As you will note from the following page, the PAO Boot Camp II is alive and well but at this writing I have no date for it. Yes, it was scheduled for September 8, but after a flurry of emails back and forth with Lt. Col. Douglass, it was decided that a serious conflict would exist.

September 8th is the NCWG Staff Meeting and the hot topic of the day will be **Recruitment and Retention.** According to Lt. Col. Douglass, "Recruiting and Retention is a major priority for this wing. As of the end of June, we were a **-.15%** in membership retention. We obviously don't know how to retain our members, and mentoring is a large part of that, plus recruiting is needed to backfill those walking out the door. It appears to me that if we don't learn how to - and actually make a better effort to - retain our members, we won't have much need for any other training."

Can't argue with that logic, can we!

The point is--unless your unit is beating away new recruits with a stick because your ranks are filled, then every squadron needs to be represented at this meeting.

In the interim, before the meeting, it behooves us all to do a little soul-searching. Maybe I can help the process by telling you where I'm coming from.

I'm well past the conventional retirement age but I still work part-time. There are two reasons for this:

1. I need the money.
2. I have a very satisfying job that gives me a measure of personal pride and recognition.

Although my time with CAP is short compared to many of you, I re-up every year because my membership gives me personal satisfaction and recognition. I do put in a good bit of time but nearly as much as some of you. I don't view the time I spend for CAP as a personal sacrifice--I do it because I enjoy it.

Many years ago a good friend said to me, "Everything we do, we do for a selfish reason." He was right! And if you aren't getting what you think you should from CAP, maybe you aren't being selfish enough.

Col. Douglass said that mentoring is a large part the whole scheme of things. I was fortunate enough to have found a mentor that has guided me each step along the way. Every new member needs someone to provide guidance and friendship.

CAP offers so many different activities--they are yours for the asking. New members may be a little reluctant to ask. Help someone out.

See you at the Boot Camp?

1st. Lt. Don Penven
Deputy NCWG PAO

Public Affairs Boot Camp II
Date to be determined
0930-1300
NCWG Headquarters
Burlington, NC

Introduction:

The NCWG PAO Staff is pleased to conduct PAO Boot Camp II, a logical follow up to the Boot Camp recently conducted by NCWG PAO, Lt. Col. Tony Biondo. This session will deal with several new pieces of information recently released by National Hqs.

What will be covered?

- **Civil Air Patrol Media Policy.** http://www.cap.gov/visitors/members/public_affairs/
- **Civil Air Patrol Crisis Policy.** http://www.cap.gov/visitors/members/public_affairs/
- **CAPR 190-1: Civil Air Patrol Public Affairs Program.** http://level2.cap.gov/visitors/member_services/publications/indexes_regulations_and_manuals.cfm

Who should attend?

Attendance by all NCWG PAOs is strongly recommended as these new documents spell out some very specific actions and activities that are now ***required*** by PAOs at all levels. And as CAPR 190-1 specifies, if a squadron does not have an assigned PAO (with CAPF 2A on file with the Wing) then the duty is the responsibility of the squadron commander.

Why Attend?

Each of the above documents will receive an in-depth review aimed at giving the PAO a full explanation of his/her responsibilities as it relates to National requirements. For example: the word **"should"** appears eight times in the new CAPR 190.1. The word **"shall"** appears 38 times.

Think of ***shall*** having the same meaning as ***must.***

Is there a need for an active Public Affairs activity at the local and group level?

Absolutely! Civil Air Patrol policy encourages **(mandates)** active public affairs at all levels. And the unit PAO is backbone of the entire program. In brief, there can be no PAO program without unit level support.

Your Wing PAO Staff is dedicated to ensuring a positive, effective and meaningful program throughout the organization. Our job is to guide you in developing such a program. But we can't accomplish much if you, the local PAOs, don't ask for help.

Purpose of the PAO Boot Camps.

Our purpose in offering this training is to offer explanations for these new regulations, ***and to offer explanations on how to implement them.*** Take advantage of this opportunity to advance your understanding of what is now expected of the PAO.

Registration:

Your instructor for this session is 1st. Lt. Don Penven. Send a confirming attendance Email to donpenven@gmail.com. The session will be held in the NCWG library at the same time that the wing staff meeting is being conducted. Seating is limited so please do not delay in confirming your attendance. *Here's your chance to get a leg up on all of the new requirements.*

Lt. Col. Anthony Biondo, NCWG PA Director

Capt. Conrad D'Cruz, Deputy NCWG PAO

1st. Lt. Don Penven, Deputy NCWG PAO